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No. 16,620 號十二百六十六萬壹第 日九初月六潤年三就宣 HONGKONG, THURSDAY, AUGUST 3RD, 1911. 四拜禮 號三月八年一十百九千一英港香 PRICE, \$3 PER MONTH.

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[a302]

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[a1351]

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[a144]



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[a28]



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Perfect Sanitation.
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[a31]

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Well Furnished Rooms, every home comfort
Fine View of the Harbour.
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Both Hotels electrically lighted, and under
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[a773]

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Hongkong, 27th January, 1910. [408]

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TERMS VERY MODERATE
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Hongkong, 21st September, 1905. [478]

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from some of those whom she has taught. Continental and Colonial rugby teams have gone to the land where the game originated and beaten its best exponents. The same is true of football. Scotland is supposed to be the original home of football, and now her players find themselves hard put to maintain the national reputation against the players from the other countries of the Empire. In golf it is the same. Scotland finds herself compelled to acknowledge defeat at the hands of golfers from other lands. Still, that is the Anglo-Saxon characteristic. A Japanese baseball team, we notice, has just returned from a successful tour in the United States—the home of baseball—having won 22 games and lost 15. The British and Americans are ever ready to teach other people all that they know themselves. They may be called fools for their pains, but they continue to do it. They derive their pleasure from seeing all have equal chances in sport as well as in trade and commerce. They believe in a fair field and no favour. Nothing promotes that sense of fair-play like sport, and the fact that men of all nations are willing to sink differences and place themselves on an equality with others in sporting activities represents a degree of progress in internationalism that must be regarded very hopefully. It is one of the agencies working for the greater unity of mankind, and as a factor in politics should not be overlooked. The victory of the Bengalis is a case in point. The thousands of Indian spectators who rejoiced at the success of their compatriots proved themselves true sports. They cheered the losers. No feeling of racialism was noted. Does not that indicate that the British policy of playing the game has its own reward? The tour of the all-Indian cricket team in England has also assisted in creating a good feeling between the natives of India and the British people. It is comforting to think that we in Hongkong despite our faults, do not fail in maintaining the sporting traditions of the race. In aquatic men of various races compete in friendly rivalry. In cricket we welcome Chinese and Parsees. Football opens its ranks to all comers. Lawn tennis does not recognize differences of race, and in the league competition just concluded Portuguese, Chinese and Parsees have taken part. In hockey we have seen the honours go to Indian native teams. Boxing, too, is not restricted to the white races, and it is noteworthy that one of the local exponents of the game is an Indian. When these encounters here, it is remarkable that they encourage one of their own coloured fighters against a white man. This is only as it should be, and we can imagine that the growth of international competitions, a development of which is the Olympic Games held every four years in different parts of Europe, will tend, not only to physical fitness, but to the exercise of those qualities of restraint, courtesy, and sense of fairness which should characterise the true gentleman and the true sport. The Briton is regarded as the highest type of a sportsman, and if his sporting ideals are embraced by other nationalities, and possibly improved by them, he may be congratulated to that good fellowship on which all hope must be based of a peaceful federation of the world.

The plague roll for the season now stands at 243. Two fresh cases were reported yesterday.

Three cases and \$500 worth of tarpaulin were stolen from the steamer *Dunedin* on Tuesday.

The dead body of a Chinese male, about 50 years of age, was found lying in Queen's street on Tuesday, and removed to the mortuary.

The engagement is announced of Miss E. M. Vipon, daughter of the late Captain Vipon, of Jardine, Matheson & Co., to Mr. Thomas F. Buchanan, of the National Bible Society of Scotland Mission Press.

Lady Lugard when the last mail left Japan was staying in Yokohama. Her maid, as the result of a richa accident in Kyoto, recently severely injured her knee, and is at present under the care of Dr. Munro.

At the Magistracy yesterday Mr. Wood fined the keeper of an opium den at Canton Road, Kowloon, \$150 or six weeks' imprisonment, and 13 men who were found smoking on the premises were fined \$2 each.

An Indian assistant warden from Victoria Gaol was charged before Mr. Hazland at the Magistracy yesterday with stealing a blanket, the property of the prison authorities. Defendant was remanded until Saturday.

A Chinese who returned from banishment for the third time was charged before Mr. Hazland at the Magistracy yesterday. The offence was proved and the defendant was sentenced to imprisonment for one year and four hours' stocks.

Mr. Moo Cheung sends us specimens of capital photographs of the ceremony of Trooping the Colour by the 1st Bn. King's Own Yorkshire Light Infantry on Tuesday. The large photograph is particularly good. Mr. A. Fong also sends some capital pictures of the ceremony.

A portrait in oils of H.E. the Governor, presented to Queen's College by the late Sir H. N. Mody, is to be unveiled by the Headmaster on Saturday morning.

The typhoon warning from the Manila Observatory yesterday morning said a typhoon was W. of Balintang Channel moving W.N.W. The black signal was hoisted about five o'clock last night.

Among the Society Notes in a recent issue of the *Washington Post* the interesting announcement is made of the forthcoming marriage of the widow of the late John Goodnow to Mr. Lars Andersen, of Messrs. Mustard & Co., at present on leave in America.

The owner of a Chinese fishing boat was fined \$50 by Mr. Hazland at the Magistracy yesterday for being in unlawful possession of seven bags of coal. The defendant said he had dragged the coal from the harbour, but the appearance of the fuel caused his Worship to disbelieve the statement.

A summons was mentioned before Mr. Wood at the Magistracy yesterday in which Inspector Combs of the Sanitary Department is the complainant and the *Wo Fat* firm, of No. 4, Victoria Street, the defendants. The firm were charged with having in their possession 67 tins of unwholesome food, and the case was adjourned for a week.

The death is announced of Mr. Leopold Talley, aged 71, at Lausanne. He was one of China's old hands, having come out in the 60's; and is the brother-in-law of Mr. J. Travers-Smith, of Tientsin, now the head of the firm of Talley & Co., started by the deceased. He also was the proprietor of the then only hotel in Peking for many years, and was greatly esteemed for his kindness and liberality by all who knew him.

Several officers of the British cruiser *Kent*, now in Yokohama, were the guests recently of Rear-Admiral Takarabe, Vice-Minister of the Navy, and eleven officers of the Naval Department, at an *ayu* fishing party on the Tamagawa, and also witnessed a display of oarman fishing. In the evening the party proceeded to Baron Den's villa, in the vicinity of the river, where they were entertained at dinner served in Japanese style.

Viceroy Chao Erh sun proposes to organise a mile-post system in each of the Three Eastern Provinces. In Fengtien Province, says the *Manchuria Daily News*, the Viceroy Yamen at Mukden will be made the centre from which the distances to the other cities, towns and villages in that Province are to be measured, and mile-posts giving the distances will be erected in all those places. Kirin and Heilungkiang Provinces are to have the city of Kirin and Harbin for their respective centres.

A little singing-bird of *Kingdom*. Some time on Tuesday the bird flew through an open window into a house, and was captured by the daughter of the tenant. Subsequently it escaped, and flew into a neighbour's house. The distress of the girl was so great that her father went in search of the bird. His failure to ask permission to enter his neighbour's house, however, brought about a quarrel, the upshot of which was that the neighbour was charged before Mr. Hazland at the Magistracy yesterday with assault, and ordered to pay a fine of \$10.

Mr. George Hay, who for a number of years was in the service of the Nippon Yusen Kaisha, and for some years in command, died at Yokohama on the 25th ult. Deceased, who was sixty-nine years of age, was born in Glasgow, and came to Japan about forty years ago for the *Unjo Kaisha*, and when that company was merged in the N.Y.K. Captain Hay transferred his service, remaining with the Company for a number of years. Prior to the China-Japan War he had left the N.Y.K., but rejoined on the outbreak of hostilities and served through the war on transport service. In later years he has lived in practical seclusion, and has been in indifferent health. He leaves a son and two daughters to mourn his loss.

Admiral Count Togo, O.M., has been unanimously elected an honorary Knight Vice-President of the Knights of the Round Table Club. Admiral Togo gave a dinner at Claridge's Hotel to his English and American friends recently. Among the guests were Lord Redesdale, Admiral of the Fleet Sir Arthur Wilson, Admiral of the Fleet Sir Edward Seymour, the Japanese Ambassador, Admiral Sir Archibald Douglas, Admiral Sir Arthur Moore, General Sir Ian Hamilton, Admiral Sir Cyprian Bridge, Admiral of the Fleet Sir Gerald Noel, Rear-Admiral Dundas of Dundas, Admiral the Hon. Sir H. Lambton, Mr. Laszlo, Sir Philip Watts, Captain Barker, Captain Young, Commander Tawaguchi, Commander Saito, Captain Kato, Ordinance Engineer Yoshida, Commander Masaki, Mr. Copel, Engineer Commander Masui, and Mr. Shibata.

THE BOATBUILDERS' STRIKE.

Further information concerning the recent strike of boatbuilders at Aberdeen was disclosed before Mr. Wood at the Magistracy yesterday, when the two men arrested were charged with leading the strike. Evidence disclosed the fact that there was an agreement by which the masters contracted to pay thirty cents on every \$100 contract to a sick and accident fund. When demand was made for this money it was refused, and thus the strike was brought about.

His Worship discharged the men and advised them to return to work, remarking that if their grievances were not righted they could petition the Registrar-General.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE GOVERNORSHIP OF THE STRAITS SETTLEMENTS.

COLONIAL SECRETARY PROMOTED.

LONDON, August 2nd.

Sir Arthur Youag, K.C.M.G., Colonial Secretary of the Straits Settlements since 1906, has been appointed Governor of the Straits Settlements, in succession to Sir John Anderson.

[Sir Arthur Young has been Colonial Secretary of the Straits Settlements since 1906. He is the son of the late Colonel Keith Young, C.B., and was educated at Edinburgh Academy, Rugby and Sandhurst. He married in 1885 Lady Evelyn Anne Kennedy, daughter of the second Marquis of Ailes. His career is given as follows:—Late 27th Inniskilling; local commandant of Military Police, Kyrenia, 1873; Assistant Commissioner, Paphos, 1879; Permanent Officer, 1892; Member of Legislative Council, Cyprus, 1892; Chief Secretary, 1895; has at various dates from 1896-1906 administered the government of the island. He received the C.M.G. decoration in 1897 and the K.C.M.G. in 1903. His rank in the Army is that of Captain.]

THE POLITICAL SITUATION.

LONDON, August 2nd.

Lord Morley has issued a most urgent whip to the Liberal Lords, and takes the unusual course of asking for a reply whether they will attend.

The political situation is somewhat changed by the enthusiasm with which the large body of Unionists supporting Lord Halsbury's "no surrender" party have announced overwhelming numbers of applications for the public meetings at Chelsea and Holborn on Friday. Overflow meetings are being arranged. Mr. Wyndham will be among the speakers at the Holborn meeting. The greatest satisfaction is being expressed at Lord Lansdowne's letter.

Lord Morley's letter says the decision of the Lords will probably be taken on August 9th, and he points out that the peculiar circumstances of the situation are due to the hostile action of a small minority aiming at the dislocation of Parliamentary business and other undesired consequences that inevitably follow.

FIRE AT LONDON DOCKS.

FIREMEN RENDERED UNCONSCIOUS.

LONDON, August 2nd.

At a fire which broke out at the Union Cold Storage Wharf, London, firemen were overcome by the fumes of ammonia, and the burning eggs and provisions.

Twelve were rendered unconscious including the Superintendent, who was seriously frozen as the result of refrigeration.

TURKEY AND ALBANIA.

LONDON, August 2nd.

Turkey has practically reached an agreement regarding Albania and the Montenegrins are now inducing the refugees to return to their homes.

AIRSHIP FATALITY IN ENGLAND.

LONDON, August 2nd.

A young English airman, named Gerald Napier, in a trial flight at Brooklands last night was thrown out of his machine and killed.

A passenger escaped with a shock.

ANTI-TRUST LAW IN AMERICA.

LONDON, August 2nd.

A New York message states that in consequence of the order to comply with the anti-trust decision of the Supreme Court, the Standard Oil Company and the American Tobacco Company are arranging plans of dissolution which, it is expected, will be carried out before 1912. Other smaller trusts are also preparing to end their corporate existence and avoid prosecution.

PERSIAN AFFAIRS.

THE PROBLEM OF THE EX-SHAH.

LONDON, August 2nd.

A Teheran telegram states that the British and Russian Legations have issued an identical Note declaring that they have frequently admonished the ex-Shah to abstain from political agitation, adding that since he is now on Persian territory they cannot interfere.

[THROUGH REUTER'S AGENCY.]

CHINESE CURRENCY.

LONDON, August 2nd.

Meetings are being held in London to consider the Chinese currency reforms in accordance with the terms of the recent loan agreement. British, German, Chinese and American representatives are participating, and in view of the importance of the subject all are pledged to secrecy.

INDIANS IN THE MALAY STATES.

LONDON, August 2nd.

The Right Hon. L. Harcourt, replying to Mr. Ingleby in the House of Commons today, said that the Government were unable to grant the Indians in the Federated Malay States a representative on the Federal Council.

EMPIRE COURT OF APPEAL.

LONDON, August 2nd.

The Appellate Jurisdiction Bill was read a second time in the House of Lords today. Lord Haldane said the measure laid the foundation for a single Court of Appeal for the whole Empire by combining the Court of Appeal of the House of Lords with the Judicial Committee of the Privy Council. The scheme had the concurrence of the Imperial Conference.

NOTED ARTIST DEAD.

LONDON, August 2nd.

The death is announced of Mr. Edwin Austin Abbey, R.A., a distinguished painter who has been honoured in America as well as in Europe.

THE DOCKERS' STRIKE.

LONDON, August 2nd.

The London dockers' dispute developed rather seriously yesterday. At noon all the men at Tilbury, except those of the Port of London Authority, struck work. Their number is said to run into thousands.

LAWYER'S EXAMINATION.

Twelve schools entered teams for the annual examination in Hygiene, which was held on 14th July last.

The highest place has been taken for the second year in succession by Belliss Public School, with an average of 62.9. St. Joseph's College came next with 57.3, and St. Mary's School third with 51.4. As Belliss School was unable to send in a full team of 10, the Shield goes to St. Joseph's College.

LAWN BOWLS.

The international competition was concluded last night when at Kowloon Bowling Green the Scottish team won the second game and the rubber, the totals being 13 to 15. Both teams played exceedingly well, but the Scottish skip having plenty of back wood spoiled the driving tactics of his opponent.

The scores were:—
ENGLAND. A. Blower. G. K. Harton.
A. Thornhill. D. Cooper.
C. Bond. C. Alexander.
L. E. Brett (skip) 15. A. Ramsay (skip) 18.

DEATH OF THE FORMER EMPRESS-DOWAGER OF KOREA.

The death has occurred at Seoul of Lady Om, otherwise known as Princess Yi, formerly Empress-Dowager of Korea. The deceased came from very humble parentage, and the place of her birth is not exactly known. For some years prior to the China-Japan War she was employed in the Korean Court as hair-dresser to the lady attendants, and it was during her employment there that the old Emperor became greatly attached to her, and added her to his harem. Owing to jealousy among the wives of the ex-Emperor, Lady Om was obliged to leave the Palace, and for a time led rather a precarious life. When in 1895, owing to trouble between Japan and Russia over Korea, the old Emperor sought refuge in the Russian Legation, Lady Om was restored to favour, and ultimately gave birth to the young Prince Yi, who for several years has been in Japan to be educated.

The ex-Prince of Korea was about to start on a trip to Shinano, Echigo and neighbouring districts when he received the news of the death of his mother.

By special order of the Emperor of Japan, the young Prince has left Tokyo for Seoul to attend the funeral.—*Japan Gazette*.

BOAT IN A SUIT-CASE.

A Parisian inventor has gone the limit in devising a craft for getting over the water, which is still so light and compact that it can be folded up and packed into a box no bigger than an ordinary suitcase. The case part unfolds and joins together to form the main framework or hull of the boat, which is of the catamaran order. The two cigar-shaped floats are made of waterproof canvas. When packed up they occupy little space, and when in use they are blown up with a bicycle pump. The frame and struts, and when you have fixed a three-jointed, double-bladed paddle together and put a folding seat in place you are all ready to set out on your marine travels.

CORRESPONDENCE.

TYPHOONS IN AUGUST.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir,—It was recently stated in the *Daily Press* that "as a rule" August is singularly free from typhoons. This is scarcely borne out by the Observatory records. During the 27 years 1884-1910 eight typhoons have occurred in Hongkong, i.e., eight typhoons of such force have come so near as to give a wind velocity at the Observatory of 80 miles an hour and upwards. Of these 8 typhoons

2 occurred in July
1 occurred in August
2 occurred in September
2 occurred in October
1 occurred in November

Of typhoon gales of 48 miles an hour and upwards, 46 (including the above eight typhoons) occurred in the 27 years. Of these 46 gales:

2 occurred in June
8 occurred in July
10 occurred in August
17 occurred in September
9 occurred in October
1 occurred in November

From these figures it will be seen that we may expect a full typhoon about every third year, and that the typhoon season in Hongkong commences in June, reaches a maximum in September, and cannot be said to be over till November.—Yours, etc.,

L. GIBBS.

GOVERNMENT HOUSE.

On Tuesday afternoon His Excellency The Governor received, by appointment, a deputation of Queen's College Prefects, introduced by the Head Master, Mr. Balphs. The object of the deputation was to request His Excellency's acceptance of a specially-printed leather-bound copy of the Coronation Number of the *Yellow Dragon* containing photographs of the Coronation festivities at Queen's College. The presentation was made by the Senior Prefect. His Excellency, in accepting the volume, warmly thanked the deputation and graciously acceded to their request that he would forward, on behalf of the pupils of Queen's College, a similar copy for the acceptance of His Majesty The King.

NEARLY STRUCK OUT.

A case was set down for hearing in the Summary Jurisdiction of the Supreme Court yesterday morning. Mr. Gardiner, who appeared for the plaintiff, said his client was not present.

His Lordship—I can't sit here twiddling my thumbs waiting for your client.

Mr. Gardiner—I expect him here every moment.

His Lordship—if you had let me know I should not have taken the trouble to come into Court.

Mr. Gardiner—Will your Lordship adjourn a few minutes?

His Lordship—Is this your man coming in?

Mr. Gardiner—I don't know.

His Lordship—He seems very pleased with himself.

Mr. Gardiner, after a consultation with the man who entered, said he would begin.

His Lordship—Tell him I was going to strike out the case.

This was done, but the plaintiff continued to smile blandly.

KULANGSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council, held at the Board Room, on the 11th July, 1911.

Present:—Messrs. W. H. Wallace (Chairman), W. R. M.D. Parr, Rev. G. M. Wales, W. Wilson, the Health Officer and the Secretary.

The minutes of the last meeting were read and confirmed.

A letter was read from H.E. Consul regarding the nuisance caused by the blasting, &c., at Ho-keo.

The question of the Arte-ian Well Contract having been fully considered, it is decided to stop further boring operations, cancel the contract and close the account.

The Secretary was directed to issue an "Express" for general information, that owing to the large number of stray dogs on the Island, steps would be taken on and after the 20th July to destroy or detain (at the discretion of the Council) all dogs found without collars or unlicensed.

With a view to encouraging the trapping and destruction of rats it was decided to offer the sum of five copper cents for the body of every rat brought to the Municipal Offices, and the Secretary was directed to issue an "Express" accordingly.

The Captain-Superintendent reported that the following cases have been dealt with at the Mixed Court since the last meeting:—Summons: Encroaching on land 2, Assault 3, Illegally detaining a girl 1, Throwing rubbish, &c., on the public road 2. Summary arrests: Being concerned in blasting rock contrary to Municipal proclamation 2, Theft 3, Assault 3.

THE POPULATION OF THE STRAITS SETTLEMENTS.

The Straits Government *Gazette* of July 21 gives what are presumably the final figures of the recent census of the Straits Settlements. There are no introductory remarks, but the figures show that in the Colony there are 569,845 Chinese, 240,206 Malays, 82,035 Indians, and 6,525 other nationalities, making a total of 714,695, not including 8,005 floating population. In the Settlement of Singapore there are 5,903 Europeans and allied races, 4,712 Eurasians, 178,772 China-born Chinese, and 43,885 Straits-born Chinese, a total of 222,555.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of *DAILY PRESS* should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed. London: P. O. Box, 24. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VROUX ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 2nd, 1911.

The physical value of sport is recognised in almost every land, but its ethical value is not often considered, and its political importance is hardly ever reckoned at all. Who can read the news of the triumph of a Bengali football team over a crack British military team in India the other day, with its absence of racialism, without realising that something has happened which draws attention to the influences at work throughout the world, influences which in spite of racial prejudices make for a better understanding between the peoples of every clime? The event in itself is almost startling. Few of us in this part of the world, and still fewer at home, imagined the Bengalis as sufficiently robust to succeed in a vigorous game like football, but the training of the British Army, with its sporting instincts, has "licked into shape" such unpromising material that a Bengali football eleven has defeated the 2nd East Yorkshires and won the Association Football Shield. Thus the Bengalis have proved themselves not only equal to but superior to most of the British teams in that part of the Dependency, a performance which is worthy of the prominence given to it. It is indeed historical. The triumph is one which redounds to the credit of victor and vanquished. It demonstrates afresh that Britons "play the game." There is nothing new or surprising in the pupil surpassing the teacher. It occurs every day, and it happens in sport as frequently as in any other form of activity. England has given cricket to the world, and has had to acknowledge that she can learn

SHIPPING NOTES.

The British steamer *Cardiganhire* (2,689 tons), now lying at Yokohama, has been sold to a Japanese firm in Kobe.

It is reported that a Swedish steamship company has now decided to inaugurate an Oriental service after constructing two steamers which will mostly engage in the transportation of cargo. The Swedish Government is said to have decided to grant a subsidy of £50,000 for the next five years.

The Osaka Shosen Kaisha (Merchant Steamship Co.) are reported to have purchased from the Toyo Kisen Kaisha the *America Maru* (11,000 tons), hitherto used on its Hongkong-San Francisco line, at the price of £20,000 yen. The steamer will be put on the Formosan line (between Yokohama and Takao), to replace the *Osaka Maru*.

Yokohama was visited by a typhoon on the night of July 25th, and from the *Japan Gazette's* report we learn that the P. & O. steamer *Palermo*, which was lying at No. 2 buoy, dragged her anchor and ran aground at a point off Kanagawa. The British steamer *Peleus* dragged her anchor and collided with the Japanese steamer *Miyoshino-maru*. Another collision occurred between two steamers of the India Line. The *Indra-Varaha*, which was lying near the *Indra*, dragged her anchor, and her bow struck the side of the other vessel. The German gunboat *Lueth*, lying outside the breakerwater, dragged her moorings, and finally collided with the Japanese steamer *Kenkon-maru*, which left Yokohama yesterday, but had put back for shelter.

An article by a shipowner on the China Coast, contributed to the latest *Leading Light*, pleads for some more efficient fog-signal for a vessel at anchor than the present one of ringing the bell. It is pointed out that in a harbour the present regulation no doubt suffices, but when a vessel is anchored in open water, as so frequently occurs on the China Coast, there is little opportunity of the bell being heard in sufficient time to avert collision. "A few years ago," remarks the writer, "I happened to be at anchor in a fog about seven miles S. E. of Bonham Pass; a steamer's whistle was heard bearing down towards us from the direction of the pass and our bell was rattled for all it was worth, but it was only when the approaching vessel saw us that she put her bell over and cleared us by a few feet. As the wind was blowing from N.W. about force 3 at the time, I do not believe our bell was heard at all, and had there been a collision I should probably have been accused of not keeping it going." The writer advocates a system of signals on the steam whistle to replace the present inadequate bell signals for vessels lying at anchor in open water.

Particulars are given in a Blue Book issued from the office of the Board of Trade as to the seamen employed on British merchant vessels who lost their lives during 1909-10. Altogether the deaths from accidental or other injuries numbered 219 seamen and 218 foreign seamen. Diseases carried off 872 men—452 British, 300 seamen, and 130 foreigners. The rates of mortality were—

Injury, Disease.
British... 1 in 206 1 in 358
Lascars... 1 in 197 1 in 141
Foreigners... 1 in 38 1 in 254

Drink is stated as the direct cause of the deaths of 15 seamen, of whom 13 were British and 2 were foreigners. In addition, it is probable that this was a contributory cause of the death of 106 persons in all. With regard to the nationality of the 106 persons whose deaths were attributed directly or indirectly to drink, of the British seamen employed 1 in 2,073 lost his life from this cause, of foreigners 1 in 1,203, and Lascars only 1 in 14,381.

The famous Upper Yangtze steamer *Shantung* (Captain Platt) met with an accident recently and will probably need to be docked again at Shanghai. The *Shantung* navigates the gorges above Ichang. Mr. von Stranitz, Acting Commissioner of Customs at Chungking, says in his trade report for the year 1910—

"The successful running of the ss. *Shantung* is undoubtedly the most important item to be recorded under this heading. This boat made 14 trips between March 24 and December 20. Only one accident occurred, namely, on her 13th trip, when she ran on a rock, but was soon refloated and repaired, and resumed running none the worse for her mishap. From the end of December to the end of March the *Shantung* must lie up, as three rapids—the Kuangtung, Chingtan, and Singlangtan—prevent steam navigation at low water. The financial result has been splendid, and although this was partly due to exceptionally heavy shipments of silver, which are not likely to recur every year, the fact has been proved that steam navigation on the Upper Yangtze can be made a financial success. What enabled the Szechwan Steam Navigation Company to succeed where others had failed was the fact that the company was able to secure the services of Captain S. C. Platt, a man who for 10 years had had and had used the opportunity to study the dangers and intricacies of the river above Ichang; in fact, it is not too much to say that the success of the *Shantung* was a personal triumph of his skill and perseverance. His accomplishment marks, of course, a great step forward in the development of steam traffic to Chungking, but its dangers and difficulties must not be under-estimated; these and the lack of captains who have the requisite knowledge of the river will stand in the way of a rapid development. But development will come, and the benefit which will accrue from the linking up of this hitherto secluded province with the outer world cannot be over-estimated."

COMPANY REPORT.

INDO-CHINA STEAM NAVIGATION CO.

The report of the Indo-China Steam Navigation Company, Limited, for the year 1910, which was presented to the meeting on 13th ult., states:—The final result of the year's working does not reach the level which was at one time anticipated, although distinct progress towards a more profitable state of affairs can be recorded, and for a severe financial crisis in Shanghai last summer, it is safe to assume that the year's business would have shown a much better result.

The improvement which has taken place in freights in all directions has gradually extended to China, and absorbed much of the irregular tonnage which has for so long rendered freights unprofitable in the Far East.

The credit side of the revenue account (including £7,537 brought forward from last year with an addition of a transfer of £20,000 from underwriting account) amounts to £116,407, out of which £7,438 was paid in November last in reduction of the preference dividend in arrears, and it is now proposed to further reduce the arrears by the payment of £22,315, which will only leave outstanding the contingent liability attaching to the year 1910.

After making provision for this payment, allocating £55,379 to depreciation and £3,000 to reduction of expenses of debenture issue and meeting all other outgoings, there remains a balance of £5,683, which it is proposed to carry forward.

No additions have been made to the company's fleet during 1910, and no building contracts have been entered into. Two of the company's older steamers, the *Amara* and *San Sang*, have been disposed of during the year at satisfactory prices.

The retiring Directors are Mr. H. E. Bazley and Mr. E. Beauchamp, M.P., who, being eligible, offer themselves for re-election.

Messrs. Turquand, Youngs & Co., the Auditors, retire and will be proposed for re-election. By order of the Board, A. G. WELLS, Secretary.

29, Cornhill, London, E.C. 3.
5th July, 1911.
Balance sheet at 31st December, 1910.

Liabilities.
To Share Capital—
Authorized £1,200,000 divided into
120,000 6 per cent. Cumulative
Preferred Ordinary Shares, and
120,000 Deferred Ordinary
Shares of 5 each.
Subscribed and paid up—
Ordinary £247,945 0 0
Deferred Ordinary 247,945 0 0
£495,890 0 0

To First Mortgage Debentures—
First issue of £345,000
Subscribed and issued 296,175 0 0
Also £22,000 issued and lodged
with Bankers as security for
temporary Loans as may be
required.

To Balance of Underwriting
Account 114,200 0 4
To Sundry Creditors in London
and China 21,743 18 3
To Loans 13,955 15 9
To Deposits 13,955 15 9
To Balance from Re-
venue Account £35,435 15 8
To Loss Interim Divi-
dend declared 29th
November, 1910 7,438 7 0
£27,998 8 8

NOTE.—
Contingent liability for Cumulative Preferred Dividend for 1908, 1909 and 1910 amounts to £37,191 15 0

Assets.
By Steamships, Hulls, Tonnage, &c. £864,001 13 3
Less Depreciation written off for this year 55,364 19 2
£808,636 14 1

By Coals and Provisions on board Ships and in Godowns 9,875 18 2
By Office Furniture 70 4 4
By Sundry Debtors in London and China, Agents' Balances, Freight, &c. 116,650 18 8
By Cash in London and China 18,046 11 9
By Deposit at short notice 3,700 0 0
By Deposit in names of the Trustees for Debenture Holders 3,000 0 0
£6,700 0 0

By Expenses of Debenture Issue 14,930 16 0
Less Written off 3,000 0 0
£11,930 16 0

£971,963 3 0

Revenue account for Year ending 31st Dec. December, 1910.

To General Charges and Telegrams in London and China, including Directors', Trustees' and Auditors' Fees £6,249 3 11
To General Interest 1,155 7 1
To Debenture Interest 14,810 4 9
Expenses of Debenture Issue, amount written off 3,000 0 0
To Depreciation Account—
On Steamships, &c. £55,364 19 2
On Office Furniture 15 0 0
£55,379 19 2

To Premiums on Redemption of Debentures 376 5 0
To Balance transferred to Balance Sheet 55,364 5 8
£116,407 15 7

Cr.
By Balance brought forward from 1909 £7,537 8 2
By Net earnings of steamships for the year, including adjustment of commission and charges made by the General Managers 88,852 3 5
By Amount transferred from Underwriting Account 20,000 0 0
By Transfer Fees 18 2 0
£116,407 15 7

W. KESWICK, Director.
H. BEAZLEY, Director.

AUDITORS' REPORT.

We report to the shareholders that we have obtained all the information and explanations we have required. We have examined and compared the foregoing balance sheet and profit and loss account with the books and vouchers kept by the Company in London, and with the statements received from the General Managers in China, and in our opinion the balance sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs according to the best of our information and the explanations given to us, and as shown by the books of the Company.

TURQUAND, YOUNGS & CO.,
Auditors.

London, 5th July, 1911.

KAN YU-WEI AND LIEUNG
KWEI-CHU.

A correspondent of the *Asahi Shimbun* has visited Kan Yu-wei and Lieung Kwei-chu at their place of retirement in Suma, in order to learn their sentiments with regard to the pardon alleged to have been granted to them. He found the two exiles sitting in contemplation of the new moon whose radiance they said invoked memories of their native land. They professed to have had no official intimation whatever of the alleged pardon, but that of course may be taken with due reserve. Mr. Kan said that assuming the truth of the pardon, his return to China would depend largely on the position given to him by the Peking Government. He added, laughing, that if he were granted a post superior to that held by the late Li Hung-chang, he would gladly return to China, and devote his attention to educational matters. Speaking seriously, however, he declared that his political views were more conservative than liberal. He had no desire to force Chinese manners and customs abandoned wholesale to make room for foreign innovations. Every nation must preserve its own characteristics, and any people who entirely rejected their own systems for the sake of foreign might be said to have severed the downward path. There was nothing which he felt more inclined to denounce than the giddy doctrines of the unthinking student who sought to raise himself into eminence on the ruins of his country's culture. Mr. Lieung Kwei-chu was interviewed with great brevity. He seems to have confined himself chiefly to noting how painful it had been to live in exile for eleven years, and how rejoiced he and his fellow refugees would be if their time had really come to appear once more upon the political stage of their native country.

Count Okuma, who is invariably interviewed in connection with any serious question of Chinese politics, observes, with regard to the alleged pardon of the two politicians, that there could be no greater mistake than to call them "Radicals." They are essentially supporters of a limited monarchical form of government. When they enlisted the sympathies of the late Emperor and induced him to embark upon the stream of reform, their only mistake was that they placed themselves too far in advance of the time. But the reforms they advocated have ceased to be academic questions, and have entered the domain of practical politics, so that if they returned to Peking now they would find themselves the right men in the right place.—*Japan Mail*.

ENGLAND'S DANGER.

THE POSITION OF THE MERCHANT NAVY.

A most serious state of things in regard to the position of the British Mercantile Marine is revealed, says the *Globe*, by Mr. Geoffrey Drage, who attests a state of affairs which our statistics cannot afford to neglect. He shows that while the numbers of British seamen in the mercantile navy is decreasing, the number of foreigners employed in British ships is increasing, and that now no fewer than 40,000 foreigners are to be found there.

He quotes the preamble of the Merchant Shipping Act of 1884, which states that:

"The prosperity, strength, and safety of the United Kingdom do largely depend on the constant and ready supply of seamen, and it is therefore expedient to promote the increase of the number of seamen and to afford them all due encouragement and protection."

Nevertheless, while British merchant tonnage was trebled in the last half of the nineteenth century, the number of British seamen engaged in the mercantile marine decreased 25 per cent. and its young men and boys 85 per cent. In 1889 the estimated number had fallen to 50,709; while in 1901 there were only 44,390. From the Blue Book it appears that the number in 1906 was 34,652. In 1904 it was estimated that there were 40,000 foreigners in the British mercantile marine earning two millions sterling in wages.

Mr. Drage points out, in a letter to *The Times*, that inasmuch as we own something like half the mercantile tonnage of the world, and as the bulk of our raw materials and foodstuffs come to us by sea, it is a national reproach that sea training is the only form of technical education for which no organic public system exists. It is, moreover, in a special sense a national danger, because the conversion of merchant ships into warships on the high seas in time of war is not prohibited by international agreement, and our rivals are certain to make use of this mode of warfare should occasion arise. Presumably the Admiralty will in time of war provide, as for private armaments for merchant ships, but the crews of British merchant ships are now often composed of mere unskilled labourers without training or discipline, and with absolutely no knowledge of gunnery or the arts of war.

"It is the fashion in such cases," he goes on, "to talk of national decadence, but the difficulty is not with the rising generation. Having been since 1895 closely associated with the management of a training ship (the *Economus*), from which 3,300 boys of the poorest class have passed into the Royal Navy and 3,800 into the mercantile marine, I can say from personal knowledge not only that there is no diminution in the energy, endurance, and love of the sea of English boys, but also that they compare favourably with those of foreign countries with which, as a practical administrator, I feel obliged to keep in touch."

LATEST STEAMER MOVEMENTS.

The H.A. Line str. *Alasia* left Singapore on the 31st ult. p.m., and may be expected here on about the 6th inst. p.m.

The str. *Glendower* left Singapore on the 1st inst., and is due here on or about the 7th inst.

The C.P.R. Co. str. *Empress of Japan* left Yokohama for Victoria and Vancouver, B.C., on the 1st inst., at 12.30 p.m.

The P. M. S.S. Co. str. *Manchuria* sailed from San Francisco on the 2nd inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 29th inst.

FACILITIES OF COMMERCE IN BRITISH UNIVERSITIES.

NEED FOR PRACTICAL TRAINING.

(BY PROFESSOR SMIDDY IN "THE TIMES.")

University education has, within the last decade, in the British Isles extended the scope of its instruction along various lines. The most recent and, perhaps, the most characteristic addition to the functions has been the establishment of Faculties of Commerce in the more modern Universities—e.g., the Universities of Birmingham, Manchester, Liverpool, the National University of Ireland, &c.

Although the older Universities—Oxford and Cambridge—have not, at least nominally, followed their example, yet they have not overlooked the bearing and importance of University education on commerce and industry. As Professor Marshall says in the "New Cambridge Curriculum in Economics," "its object is to beget for those who are looking forward to a business career or to a public life a good intellectual training and opportunities for direct action in subjects that will bear on their thoughts and actions in after life." He says elsewhere, "No attempt is made to fill the mind of the student with a mass of technical information connected with a particular branch of business in which he is to be engaged."

Students who have pursued the prescribed course of study and passed the required examinations receive an Arts or a Science degree. But a merely theoretical training is not sufficient for those who are likely to inherit commercial positions of importance or to whom exceptional opportunities will be afforded of filling at an early age posts of control in the higher branches of business or public life. It will not be of much advantage, from a monetary point of view, for those who, "courting this education for her dowry," have not similar opportunities. The average business man doubts the suitability for commercial life of the lad who has only received a University education.

As, however, these courses lay no pretensions to, and the degrees do not imply, professional training for business—viz., a claim to technical and experiential knowledge—the essential claims of this education can, perhaps, be justified, but claim to business knowledge is implied in the aims and degrees conferred by the Faculties of Commerce in the more recently established Universities. "They aim at providing a one-sided training suitable for men who look forward to a business career." They are, in fact, preparing a lad for business in the same manner as the Medical Faculties prepare a lad for medicine. And to justify the claims of commercial education of University standard the objections that have been raised against it are also said to be applicable to medical education.

MEDICAL TRAINING EFFECTIVE.
Medical training is now secured in a very different manner from the commercial training that exists in British Universities. The former combines the theoretical, technical, and practical aspects of knowledge; a combination which is the most thorough and ideal form of technical education—it is a synthesis of the knowledge acquired in the lecture hall, the dissecting room, pathological and clinical laboratories, and infirmaries.

It is precisely because University training in medicine is so secured that the results achieved are the technical and practical or experiential aspects of knowledge that they have not met with the success they had anticipated.

The vast majority of employers are not "detecting in the finished University product an item of value for business purposes." It has recently been stated by one intimately connected with the establishment and working of the Faculties of Commerce in England that it is difficult for many people to avail themselves of a commercial education of University type. Banking and shipping people as a whole have explicitly stated that Universities have not produced the type of lad they require; while it is alleged they have been most willing to help.

The Dublin Commission (Irish University Act), in its report to the late King on the evidence they gathered when examining into the working of the Faculties of Commerce in England, stated that the results achieved were not encouraging, and that it was with diffidence they were about to establish chairs of commerce in the National University.

A very probable explanation of this comparative failure is the absence of technical and experiential knowledge. Unless the Universities model their commercial training on the same lines as their medical training, many educationalists are of opinion that the degrees conferred on those who pursue their course of studies and pass the prescribed examinations should be merely academic ones, viz., B.A., B.Sc., and not the B.Com., which is a professional degree in commerce and raises for itself the same pretensions to ultimate success as the medical and other degrees, while its instruction and training are not carried out in a manner likely to beget equally successful monetary results for the commercial student.

If, on the other hand, the degree of B.Com. is to be retained—and it is desirable that it should be—then it is desirable that it should combine to fuse the technical and experiential aspects of commercial knowledge with the theoretical.

The Dean of the Faculty of Commerce, Birmingham University, in his instructive and interesting pamphlet on "Its Purpose and Programme," says, "And while no curriculum can be devised which will enable the commercial student to step at once into the position of leadership in any industry, much can be done to enable the young man of business to profit by his early experience more rapidly and less painfully than is commonly the case."

But if a thorough theoretical and practical training has been acquired by the student before getting the degree, he can "step at once" into a responsible position which will procure for him a salary beyond that given to an ordinary clerk.

The problem for solution then is to devise some method by which this fusion of the practical with the theoretical can be effected. And there is no reason why the same kind of co-operation should not exist as that which exists between the Medical and Legal Faculties and the medical and legal practitioners.

The problem might be solved in two ways:—(1) Students might acquire the practical experience during their University course by spending some time daily at business during the terms, and by devoting their full time to it during the vacation.

Medical students spend a part of their time daily in the hospitals and infirmaries; solicitors' apprentices are accommodated with a corner in a lawyer's office; some engineering students combine the hard work of the workshop with their studies at the University.

Or (2) they might acquire the practical knowledge before beginning their studies at the University. This is the method adopted by the largest and most prominent of the German Commercial Universities, Berlin and Cologne.

WHAT IS DONE IN BERLIN.
To estimate the full extent of the damage at the time of writing it is impossible, but from particulars gathered from various sources, it is evident that the losses caused by damage to property are very great, while in the Harbour one or two launches are reported lost, and considerable damage has been done to shipping generally.

INTIMATIONS

FACE KEPT BREAKING OUT WITH ECZEMA

For 4 Years, Mass of It All Over, Most Irritating and Itching, Could Hardly Keep Fingers Off, Nothing Would Stop It. Cuticura Ointment Gave Instant Relief.

In 3 Weeks, Not a Spot on Face.

"For some four years, off and on, my face kept breaking out with eczema. It was most irritating and itching, so I could hardly keep my fingers off it. At last, for six or eight months, my face was a mass of breaking-out all over. I tried several ointments but they did no good. Nothing would stop it. I got a box of Cuticura Ointment, and gave me instant relief from the irritation and in the course of three weeks I had not a spot on my face. I only bought one tin of Cuticura Ointment but the Cuticura Soap I use regularly. I find Cuticura Soap most excellent for shaving. Where I used to get a nasty place on the right side of my chin, since I am using Cuticura Soap I do not get it at all. I hope you will be able to use this letter to the advantage of other sufferers from eczema." (Signed) Samuel Wink, Kirk, Sunnyside, Twerton Hill, Bath, Som., England, Dec. 23, 1909.

Mr. Kirk's letter shows the success and economy of the Cuticura Remedies in the treatment of torturing, disfiguring eruptions of the skin. Cuticura Soap and Ointment are equally effective in preserving and beautifying the skin, scalp and hair, and in preventing minor eruptions from becoming chronic. A tin of Cuticura Soap and a box of Cuticura Ointment are often sufficient.

Sold throughout the world. Depot: London, 37, Chancery Lane, E.C. 4. Price 10s. 6d. per tin and box. Cuticura Soap, 10s. 6d. per tin and box. Cuticura Ointment, 10s. 6d. per tin and box. Cuticura Remedies, 10s. 6d. per tin and box.

Chas. J. Gaupp & Co.

Have Just Received a New Selection of Goods from

MAPPIN & WEBB,

LONDON,

Comprising—

SILVER CUPS,

PRESENTATION PLATE,

TEA SERVICES,

&c. &c.

PRINCES PLATE,

TABLE WARE,

CUTLERY,

FISH KNIVES AND FORKS,

DRESSING CASES with

SILVER FITTINGS,

LEATHER HAND-BAGS,

and WALLETES,

RAZORS.

[256]

LIFE OF PLAGUE GERMS.

DR. MENNY'S BODY CREMATED.

The following dispatch appears in the *Peking Daily News*:

Three weeks ago the Russian doctors cremated all the plague bodies which had been buried last winter, including those of the doctors and sanitas. From fifteen of these they removed the heart for culture and examination purposes, including those of Drs. Menay, Michell, and Lebikova (lady doctor) and students Mamontoff and B-shoff. In ten out of fifteen cases the doctors were able to obtain living cultures of plague bacilli, including all the above. The soil surrounding the coffins, 24 metres deep, was still frozen, and the bacilli had not died. All of these bodies were cremated and the ashes laid back again.

The pipette containing Dr. Michell's blood, which has infected the tarabagan with the bacilli, spurted into Dr. Zabolotny's eye, fortunately with no harmful results.

This happened on the 11th inst. The doctor washed his eyes and isolated himself. He is now, however, well and about again, and has been greeted most warmly by Dr. Wu on his most fortunate escape.

The Russian doctors have confirmed the statement of the Chinese doctors that the first sick tarabagan discovered this year was in Russian territory.

Professor Nitchneff, Assistant Professor of the Paris Institute of Pasteur, is now in Astrakhan collecting information on the tuberculous.

Last Monday a big dinner was given to Dr. Zabolotny. The hosts were the Chinese authorities and doctors and the Russian Anti-Plague and Railway doctors. Several interesting speeches were exchanged in the course of the evening. The principal point the speakers emphasized was the necessity of keeping science away from the turmoil of political strife, for the science progresses the happier the people and the friendlier the nations become.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 33. Telephone No. 12. Telegraphic Address: PUNSA CODES: A.B.O. 5th Ed. Lieber's.

NEW ADVERTISEMENTS

BANK HOLIDAY.

In accordance with Ordinance No. 6 of 1875, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, 7th inst. Hongkong, 3rd August, 1911. [995]

TO LET.

NO. 3, ROSE TERRACE, Nathan Road. Kowloon. Possession from 1st September, 1911. Apply to—BARRETTO & Co. Hongkong, 3rd August, 1911. [996]

ON SALE.

BOUND VOLUMES of the HONGKONG DAILY PRESS, January to June, 1911. With Index. Price \$7.50. On sale at the "HONGKONG DAILY PRESS" Office. Hongkong, 2nd August, 1911.

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship "DEVANHA." Captain H. Powell, will leave for Shanghai TO DAY, the 3rd inst., at 7 A.M. For Freight or Passage, apply to E. A. HEWITT, Superintendent. Hongkong, 3rd August, 1911. [1]

HONGKONG JOCKEY CLUB.

A MEETING of Members interested in ordering Subscriptions for next Races will be held in the Office of the HONGKONG JOCKEY CLUB, on SATURDAY next, 5th August, at 12.30 P.M. T. F. HOUGH, Clerk of the Course. Hongkong, 29th July, 1911. [981]

NEW ZEALAND GREEN-STONE.

SPECIMENS of this lovely Stone, worn universally as a Fashionable Article of Jewellery, mailed direct to you for 10/- Write to-day. B. WEINGOTT, Dept. J. Wanganni, New Zealand. [984]

ITALIAN MARBLE.

MONUMENTS, FIGURES, HEAD-STONES and CROSSES in Stock at BROWN, JONES & Co., 41, Morrison Hill Road. Hongkong, 1st June, 1911. [776]

AUSTRALIAN BUTTER.

There is Nothing better than the best. We keep it. Do you want it?

FOUR BRANDS!

FOUR PRICES

Fresh, Sweet, Firm and cold as ice.

THE DAIRY FARM CO., LTD.

[36]

NEW CARTRIDGES.

By popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at \$5, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety. Inspection invited.

WM. SCHMIDT & Co.

Hongkong, 25th October, 1906. [608]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken. Hongkong, 31st July, 1907. [609]

PUBLIC COMPANIES

HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 8th August, at 12 o'clock Noon, for the purpose of receiving a Report of Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 25th July to 8th August, both days inclusive.

By Order of the Board of Directors, W. E. CLARKE, Secretary. [928]

Hongkong, 11th July, 1911.

HONGKONG AND SOUTH CHINA STEAM FISHERIES CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the General Managers on WEDNESDAY, the 9th day of August, 1911, at 12 o'clock Noon, for the purpose of considering the Report and Accounts to 30th June, 1911, and to transact any business that may be transacted at an Ordinary General Meeting.

NOTICE IS GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from 1st to 9th August, 1911, both days inclusive.

BRADLEY & Co., General Managers. [980]

Hongkong, 29th July, 1911.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 19th day of August, 1911, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1911.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 7th August, to SATURDAY, the 19th August, 1911 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors, N. J. STABB, Chief Manager. [994]

Hongkong, 2nd August, 1911.

NOTICES OF FIRMS

CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

FROM This Date, and during the Absence of Mr. G. W. C. PEMBERTON from the Colony, Mr. H. F. HICKMAN has been appointed ACTING SECRETARY to the Company. By Order of the Board of Directors, H. A. STEES, Chairman. [965]

Hongkong, 24th July, 1911.

NOTICE.

I HAVE This Day established myself at Hongkong and Canton as a General Export and Import Merchant under the style of HUSAIN P. MADAR & Co. H. P. MADAR. [989]

Hongkong, 1st August, 1911.

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1910.

REVISED BY THE MEMBERS.

PRICE - - - - \$3.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1911.

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST, By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.).

THE VOLUME which consists of 146 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. REYNOLDS. Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, make "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE - - - - \$3.50

To be obtained from Messrs. KELLY & WALSH, Ltd., Messrs. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on Sale daily at the following Stores—

KOWLOON BOOK STALL, Ferry Wharf. Messrs. H. RUTTONJEE & SONS, Kowloon Store, No. 36, Haiphong Road.

Messrs. HUNG CHEONG, Haiphong Road. Mr. AH YAU, Hongkong Stall, Ferry Wharf.

INTIMATIONS

HIPPODROME CIRCUS & MENAGERIE.

STILL DRAWING CROWDED HOUSES. STARTLING ATTRACTIONS BEING PRESENTED EVERY EVENING!

Keep your eye on this Advertisement for the announcements on FRIDAY and SATURDAY next. NEXT MATINEE—SATURDAY, AT 4.30 P.M., When a handsome Lady's Bicycle will be given away free. Everyone has a chance. Hongkong, 3rd August, 1911. 1982

FOR SALE

FOR SALE.

DERINGTON, 7-Roomed House, Peak Road, beautiful situation. For Terms, apply to—C. SCHROTER, Care of Messrs. GARRICKS, BORNES & Co., King's Buildings, IIIrd. Hongkong, 10th July, 1911. [923]

GRACA & CO.

PEPPER ST. (Hongkong Hotel Building), Dealers in POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, &c.

Just Received a Selection of Postage Stamp and Post Card Albums, Artists' Mosaic Pictures made of used Postage Stamps. Inspection Invited. [891]



MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS of TAKASIMA OCHI, MUTABE, YOSHINOTANI, HOJO, KANADA, NAMAZUTA, SAYO, SHINNEW and KAMITAMADA.

Collectors. SOLE AGENTS FOR KISHIDAKE COAL.

HEAD OFFICE—MABUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KASATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Codes, AI, ABC 5th Ed., Western Union.

AGENTS—YOKOHAMA: M. ARADA, Esq. CHINKIANG: Messrs. CHANG & Co. MANILA: Messrs. MACDONALD & Co. SINGAPORE: Messrs. BORNES & Co., Ltd.

For Particulars, apply to Y. SHIBUYA, Manager.

No. 2, Pedder Street, Hongkong

Hongkong, 12th May, 1911. [636]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "LIGHTNING," having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 2nd Aug. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd., Agents. Hongkong, 31st July, 1911. [987]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 4th Aug. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 4th Aug. at 9.30 A.M.

All Claims must reach us before the 8th Aug., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents. Hongkong, 28th July, 1911. [5]

TO LET

TO LET.

NOS. 9 and 10, MACDONNELL ROAD. FLAT in Blue Buildings, 4, Praya East. 19, CONDUIT ROAD. GODOWNS, To Let, at Blue Buildings, 4A, Praya East.

"CREGGAN," 39, The PRAY. OFFICES in King's Building, 4th floor. GODOWNS, 151 to 155, PRAYA EAST. SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st August, 1911. [113]

TO LET.

AN OFFICE in Alexandra Buildings.

Apply—A. S. WATSON & Co., Ltd. Hongkong, 8th June, 1911. [799]

TO LET.

A FURNISHED HOUSE, with Tennis Court, on higher level.

Apply to—Y. Z. Care of "Daily Press" Office. Hongkong, 1st August, 1911. [990]

TO LET.

FLATS in Nathan Road.

FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap rent. NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yennatui, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 14th February, 1911. [892]

TO LET.

GODOWNS, 95 and 96, Praya East.

Apply—CHATER & MODY. Hongkong, 31st March, 1911. [121]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st August, 1911. [116]

TO LET.

TWO OFFICES on 1st Floor of Hotel Mansions.

Apply to—HENRY HUMPHREYS, Alexandra Buildings. Hongkong, 7th April, 1911. [575]

TO LET.

OFFICES on Ground and First Floor in Chater Road. Very central position. No. 7, DUDDELL STREET, 1 Godown. "KELLY'S CREST," No. 66, PRAY, from 1st August, 1911.

No. 9, BEACONSFIELD ARCADE (Shop). The EYRIE, No. 13, Peak, newly Painted and Colour-washed.

BEACONSFIELD, from 1st June, 1911. No. 57, PRAYA GRANDE, Macao. FOR SALE—TON CRESS, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—LINDSEY & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 2nd August, 1911. [118]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st August, 1911. [114]

TO LET.

10, MOUNTAIN VIEW. Immediate possession.

Apply—Care of "Daily Press" Office. Hongkong, 6th July, 1911. [491]

TO LET.

THE BUILDING now in occupation of THE MERCANTILE BANK OF INDIA to be Let from 1st January, 1912.

GODOWNS in Masons Lane, good for storage of Wines and other Articles. Rent moderate. Apply to—DAVID SASSOON & Co., Ltd. Hongkong, 13th July, 1911. [627]

BANKS

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... Gold \$3,250,000
RESERVE FUND ... Gold \$3,250,000
Gold \$6,500,000

HEAD OFFICE: 60 Wall Street, New York.
LONDON OFFICE: 35 Bishopsgate.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF ENGLAND, LTD.
THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

The Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates: For 12 months 4 per cent. per annum. For 6 " 3 " " " For 3 " 3 " " "

GEORGE HOGG, Manager, No. 9, Queen's Road, Central. Hongkong, 21st February, 1911. [985]

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ... Yen 24,000,000
RESERVE FUND ... 16,850,000
Date ... 13th March, 1911

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENTS:
London, San Francisco, Lyons, Kobe, Nagasaki, Yokohama, Hankow, Shanghai, Tientsin, Peking, Canton, Hongkong, Amoy, Swatow, Foochow, Keelung, Nanking, Hankow, Port Arthur, Mukden, Chang Chun.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits for 12 months 4 per cent. " " " 6 " 3 " " " " " 3 " 3 " " "

" " " TAKEO TAKAMICHI, Manager. Hongkong, 13th March, 1911. [441]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1857. HEAD OFFICE—LONDON.

PAID-UP CAPITAL ... £1,200,000
RESERVE FUND ... £1,625,000
RESERVE LIABILITIES OF PROPRIETORS ... £1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balance.

On Fixed Deposits for 12 months 4 per cent. " " " 6 " 3 " " " " " 3 " 3 " " "

WM. DICKSON, Manager. Hongkong, 2nd May, 1911. [148]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 per cent. per annum. Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABB, Chief Manager. Hongkong, 24th January, 1911. [12]

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK). ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000). Subscribed Capital Fl. 12,378,100 (£1,031,500). Reserve Fund Fl. 2,754,338.09 (£229,528).

HEAD OFFICE: AMSTERDAM. HEAD AGENT: BATAVIA.

LONDON BANKERS: THE WILLIAMS DEACONS BANK, SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates: 12 months 4 per cent. 6 do. 3 1/2 do. 3 do. 3 do.

C. WOLDRING, Manager, No. 16, Des Voeux Road Central. Hongkong, 4th August, 1909. [24]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER). Capital ... Yen 10,000,000. Capital Subscribed (paid up) ... Yen 6,250,000. Reserve Fund ... Yen 2,620,000.

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENTS:
Amoy, Swatow, Tientsin, Kobe, Yokohama, Canton, Nagasaki, Tokyo, Foochow, Osaka, Yokohama, Keelung, Shanghai.

HONGKONG OFFICE: 3, DES VOEUX ROAD. Interest allowed on Current Accounts. Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager. Hongkong, 1st May, 1911. [659]

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000
SUBSCRIBED ... 1,125,000
PAID UP ... 562,000
RESERVE FUND ... 355,000

HEAD OFFICE: 40, Threadneedle Street, LONDON, E.C.

BRANCHES:
Bombay, Calcutta, Hongkong, Madras, Rangoon, Singapore, Suez, Yokohama.

AGENTS IN JAPAN: Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:
BANK OF ENGLAND, LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks, and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits as under: For 3 months 2 1/2 per cent. per annum. 6 " 3 " " " 12 " 3 1/2 " " "

F. C. MACDONALD, Acting Manager. Hongkong, 14th July, 1911. [938]

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA Capt. H. Powell	7 A.M. 3rd Aug.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DELHI Capt. H. S. Bradshaw	Noon 5th Aug.	See Special Advertisement.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SARDINIA Capt. C. C. Talbot, R.N.R.	About 10th Aug.	Freight and Passage.
LONDON AND ANTWERP VIA SINGAPORE, PE- NANG, COLOMBO, PORT SAID AND MARSEILLES	SYRIA Capt. R. A. Peters	About 10th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SUNDA Capt. H. G. Evans, R.N.R.	About 24th Aug.	Freight and Passage.

For Further Particulars apply to
E. A. HEWETT,
Superintendent.

Hongkong, 3rd August, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	On 3rd Aug. 4 P.M.
HOIHOW and HAIPHONG	"SUNGKANG"	On 4th Aug. 8 A.M.
SHANGHAI	"CHENAN"	On 5th Aug. 8 A.M.
MANILA, CEBU and ILOILO	"TAMING"	On 8th Aug. 4 P.M.
SHANGHAI	"LINAN"	On 10th Aug. 4 P.M.
WEIHAITEI, TIENTSIN, and YOKOHAMA	"KUEICHOW"	On 10th Aug. 4 P.M.
MANILA, ZAMBOANGA, THUR- DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 17th Aug. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SINUI"
AUSTRALIAN STEAMERS have superior accommodation with Electric Light
throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried
REDUCED FARES, Cargo booked through for all Australian, New Zealand and
Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING"
Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft.
Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS
("ANHUI", "CHENAN", "CHINHUA" and "LINAN") with excellent accommo-
dation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon,
leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through
Bills of Lading to all Yangtze and Northern China Ports.
NZ—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY
Morning sailing. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY
Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of
the transshipment at Woosung.
FARE, \$45 SINGLE and \$80 RETURN.
For Freight or Passage apply to—
HONGKONG, 3rd August, 1911.

BUTTERFIELD & SWIRE,
AGENTS. [10]

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO.

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean
Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. ALESIA	9th Aug.
S.S. RHEINFELS	25th Aug.
S.S. SUEVIA	6th Sept.
S.S. BACHSEN	20th Sept.
S.S. BAYERN	6th Oct.

For Further Particulars, apply to—

FOR HAVRE & HAMBURG:	7th Aug.
S.S. LIBERIA	
FOR ROTTERDAM, HAMBURG & ANTWERP:	12th Aug.
S.S. SEGOVIA	
FOR HAVRE, HAMBURG & ANTWERP:	13th Aug.
S.S. SAXONIA	
FOR HAVRE & HAMBURG:	20th Aug.
S.S. SILEBIA	
FOR ROTTERDAM & HAMBURG:	24th Aug.
S.S. BRISGAVIA	
FOR HAVRE, BREMEN & HAMBURG:	1st Sept.
S.S. AMBRIA	

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 3rd August, 1911.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid
Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 4th Aug., at 1 P.M.
"HAIYUN"	Capt. J. S. Beach	TUESDAY, 8th Aug., at 1 P.M.
"HAIMUN"	Capt. A. H. Stewart	FRIDAY, 11th Aug., at 1 P.M.

During the Month of August, RETURN TICKETS available for Three Months
will be issued at a Reduction of 20 per cent. on the usual Rate to Fochow.
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 1st August, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
MANILA	"YUENSANG"	Saturday, 5th Aug. 2 P.M.
SHANGHAI VIA SWATOW & NINGPO-CHOYSANG	"CHOYSANG"	Sunday, 6th Aug. 8 P.M.
TIENTSIN VIA SWATOW, WEI- HAITEI & CHEFOO	"CHIPSHING"	Sunday, 6th Aug. 9 A.M.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Tuesday, 8th Aug. 8 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 8th Aug. Noon.
MANILA	"LOONGSANG"	Saturday, 12th Aug. 2 P.M.
SANDAKAN	"MAUSANG"	Saturday, 19th Aug. Noon.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for
Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted through-
out with Electric Light.
Taking Cargo on through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chefoo,
Yantai & Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Data, Simporna, Tawau,
Emanan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—
JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 3rd August, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting at San Francisco with the WESTERN PACIFIC RAILWAY

THE SAN FRANCISCO SCENIC ROUTE.

The Twin Screw Steamer

"NIPPON MARU" (CAPT. W. E. FILMER),

Will be despatched from Hongkong on the 18th August NEXT, at Noon, via Shanghai
and Nagasaki to KOBE, where Passengers and Cargo will be transhipped to the new
and improved triple screw turbine steamer,

"SHINYO MARU" (CAPT. H. S. SMITH),

The latest addition to the Trans-Pacific Service, and sister ship of the

S.S. "TENYO MARU" AND "CHIYO MARU."

This new turbine steamer is replete with every
modern convenience - including a Palm Garden
on the Bridge Deck - all staterooms are outside
rooms.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER	Tons	DATE OF SAILING.
---------	------	------------------

KIYO MARU ... 17,500 ... TUESDAY, 15th August, at Noon.

THE S.S. "KIYO MARU" will be despatched from Hongkong via MOJI, KOBE,
YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO,
IQUIQUE, VALPARAISO and CORONEL, on TUESDAY, 15th August, at Noon.

FARES FROM HONGKONG:

To LONDON	£71.0.0.
and Return 6 Months...	£120.0.0.
To VALPARAISO	Yen 570.00.

Through Tickets to all Principal Points in U.S.A., Canada and Europe.

SPECIAL RATES (First Class only) are granted to Officials of the Naval, Military,
Diplomatic, Consular and Civil Services and Missionaries.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,
King's Building (Opposite Blake Pier).

339]

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 16th Aug., 1911, at 9 A.M.

For Passage and Freight, apply to

P. THOMAS, M.M. Co.'s AGENT.

2

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service without transshipment, also shortest
and fastest route, from the Pacific Coast to Chicago). Taking
cargo on through Bills of Lading to all Overland Common Points
in the U.S.A. and Canada, also to the principal ports in Mexico,
Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVING.
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"TACOMA MARU"	6,178	WED'DAY, 9th Aug., at 11 A.M.
	"SEATTLE MARU"	6,182	WED'DAY, 6th Sept., at 11 A.M.
	"CHICAGO MARU"	6,182	TUESDAY, 3rd Oct., at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 22nd Aug., at 11 A.M.
	"MEXICO MARU"	6,064	SATURDAY, 16th Sept., at 11 A.M.
	"CANADA MARU"	6,064	TUESDAY, 17th Oct., at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage
Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low
Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention
given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVING.
TAMSUI VIA SWATOW and AMOY	"DALJIN MARU"	SUNDAY, 6th Aug. at 10 A.M.
ANPING VIA SWATOW and AMOY	"SOSHU MARU"	WED'DAY, 29th Aug. at 10 A.M.

During the month of August, Return Tickets to Fochow available Three Months
will be issued at the Special Rate of—

1ST CLASS \$45.50 2ND CLASS \$29.90.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local
Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,
MANAGER

772-778]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	Tons.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, SUEZ and PORTSAID	IYO MARU Capt. R. Takada, HIRANO MARU Capt. H. Fraser,	7,000 9,000	WED'DAY, 16th Aug., at Daylight WED'DAY, 30th Aug., at Daylight
VICTORIA, B.C. & SEATTLE	SADO MARU Capt. J. Richards,	7,000	SATURDAY, 12th Aug., from Kon
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	AWA MARU Capt. Iwasawa, INABA MARU Capt. S. Tomioka,	7,000 7,000	TUESDAY, 15th Aug., at 4 P.M. TUESDAY, 12th Sept., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler, YAWATA MARU Capt. T. Sekino,	6,000 5,000	FRIDAY, 4th Aug., at Noon FRIDAY, 1st Sept., at Noon
KOBE and YOKOHAMA	TANGO MARU Capt. Kawara,	8,000	THURSDAY, 3rd Aug., at 11 A.M.
BOMBAY via SINGAPORE, and COLOMBO	WAKASA MARU Capt. N. Nielsen,	7,000	TUESDAY, 6th Aug.

† Calling at Djibouti.
* Carriage Deck Passengers. † Cargo only.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.

For further information, apply to—

14-40]

T. KUSUMOTO, MANAGER.

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via
HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	Tons	SAILING DATES
KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.
SIBERIA	18,000	FRIDAY, 25th Aug., at 1 P.M.
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.
KOREA	18,000	SATURDAY, 23rd Oct., at 1 P.M.
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 16th Dec., at 1 P.M.

* Twin Screw.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO
via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and
HONOLULU, on FRIDAY, 11th August, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX
MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS
ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Ports: Officials of any European Naval, Military, Diplomacy, Consular
and/or Civil Services located in Asia, to European Officials in the Service of the Governments
of China and Japan. To United States Ports: Commissioned Officers of the United States
Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls
stationed at Ports of Call. To United States and Canadian Points: Members of the Naval,
Military, Diplomatic and Consular Officials of the Governments of China and Japan. These
Special Rates apply when travelling at their own expense and to their families. To all points:
—Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA 9,000 Tons FRIDAY, 4th Aug., at 11 A.M.
CHINA 10,200 Tons FRIDAY, 1st Sept., at 1 P.M.

THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGA-
SAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 4th August, at 11 A.M.

On the Fine MAIL Steamers, CHINA and PERSIA First Class.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. £43.

HONGKONG TO SAN FRANCISCO via New York " " £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports

For further information as to Passage and Freight, apply to the Agency of the Companies

King's Building (opposite Blake Pier).

FRED J. HALTON, AGENT.

[48

STEAMERS PASSED THE CANAL.

June 27th—Ambria, Astoria, Casper, Har-
shire, Hiron, Maru, Nelson, Nippon, 30th—
Peking, Suez, July 4th—Bendora, Glenlivet,
Sumatra, 7th—Satsuma, Tawana, Afghan, 11th
—Himalaya, Hyson, Moyne, Casper, Tawana
Maru, Aleia, Vorar, 14th—Brazmar, Kan-
huck, Myrmidon, Peshawar, Sardinia, 18th—
Bengals, Nile, Prinz Ludwig, Welsh Prince,
21st—Idemeneus, Rano Maru, Polynesia,
24th—Glenn, Laverie, 28th—Machon, Scan-
dia, Sunda, Indra, Rheinfels, August 1st—
Astoria, Benesse, Budor, Ceylon, Dacre
Castle, Brest, Simons, Noleus.

ARRIVALS AT HOME.

July 28th—Atlanta Maru, China, Kanachi
Maru, Monmouthshire, Munster Castle, Prinz
Eitel Friedrich.

ON SALE.

THE FIFTY YEARS ANGLO-CHINESE CALENDAR

日曆英中年十五

FROM 1st JANUARY, 1864 TO 31st DECEMBER
1912 BEING FROM THE 1st YEAR OF THE
76th CYCLE TO THE 50th YEAR OF THE
76th CYCLE.

PRICE \$2 CASH.

PET. WILH. KROMMES ELBERFELD.

SILK RIBBONS,
IMITATION SILK RIBBONS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 28th July, 1911.

C. G. BODEN & SOHNE, GROSSROHRSDORF, i/sa.

BRACES AND BELTS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 28th July, 1911.

Hoehi Extra Dry

Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 28th July, 1911.

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The Delhi, with the Siberian Mail, is due to arrive here to-morrow.

The R. M. S. Empress of China having gone ashore at the entrance of Tokyo Bay, the Canadian Mail of the 12th inst. from Vancouver has been transferred to the N. D. L. Mail steamer *Luxemburg*, which is expected to arrive here about the 8th August.

FOR	PER	DATE
Nagasaki, Kobe and Yokohama	Bendro	Thursday, 3rd, 9.00 A.M.
Bangkok	Landrut	Thursday, 3rd, 1.00 A.M.
Kobe and Yokohama	Tango Maru	Thursday, 3rd, 1.00 A.M.
Manila	Sui Tai	Thursday, 3rd, 1.15 P.M.
Shanghai	Anhui	Thursday, 3rd, 5.00 P.M.
Hollow and Halphong	Singhai	Thursday, 3rd, 5.00 P.M.
Singapore and Colombo	Pentroskire	Thursday, 3rd, 5.00 P.M.
Hongkong	Dagui	Friday, 4th, 9.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Persia	Registration, 8.00 A.M. 9.00 A.M. No late fee
Batavia, Cheribon, Samarang and Sourabaya	Tyiboda	Friday, 4th, 10.00 A.M.
Singapore, Penang and Calcutta	Lightning	Friday, 4th, 10.00 A.M.
Manila (Taking Mails for Cebu and Iloilo)	Kumano Maru	Friday, 4th, 10.00 A.M.
Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Haiching	Friday, 4th, Noon
Swatow, Amoy and Foochow	Sui Tai	Friday, 4th, 1.15 P.M.
Manila	Registration	Saturday, 5th, 10.00 A.M. (Registration, with late fee of 10 cents up to 10.45 A.M.)
Extra Postage 10 cents	Registration	Saturday, 5th, 1.15 P.M.
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.	Registration	Saturday, 5th, 5.00 P.M.
The Parcel Mail will be closed to-morrow, at 5 P.M.	Registration	Sunday, 6th, 9.00 A.M.
Swatow, Weihaiwei, Chefoo and Tientsin	Chipshing	Saturday, 5th, 5.00 P.M.
Swatow, Ningpo and Shanghai	Choyang	Saturday, 5th, 5.00 P.M.
Manila	Yuenang	Saturday, 5th, 1.00 P.M.
Taking Mail for Cebu and Iloilo	Sui Tai	Saturday, 5th, 1.15 P.M.
Shanghai	Chenan	Registration, 5.00 P.M. 5.00 P.M.
KEELUNG, NAGASAKI, KOBE, SHIMIDZU, YOKOHAMA, and Seattle	Manosota	Sunday, 6th, 9.00 A.M.
Swatow, Amoy and Tamsui	Daijia Maru	Sunday, 6th, 9.00 A.M.
Shanghai, Kobe and Moji	Fookang	Monday, 7th, 5.00 P.M.
Singapore, Penang and Calcutta	Katsang	Tuesday, 8th, 11.00 A.M.
Swatow, Amoy and Foochow	Haitan	Tuesday, 8th, Noon
Manila, Cebu and Iloilo	Taming	Tuesday, 8th, 3.00 P.M.
Keelung, Nagasaki, Kobe, Yokohama, Victoria and Tacoma	Tacoma Maru	Wednesday, 9th, 10.00 A.M.
EUROPE, & C. INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.)	Lutzoe	Wednesday, 9th, 10.00 A.M. (Registration, with late fee of 10 cents up to 10.45 A.M.)
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.	Registration	Wednesday, 9th, 11.00 A.M. (Registration, with late fee of 10 cents up to 11.30 A.M.)
Weihaiwei and Tientsin	Kueichow	Thursday, 10th, 3.00 P.M.
Manila, Cebu and Iloilo	Zafiro	Thursday, 10th, 3.00 P.M.
Shanghai	Lenan	Friday, 11th, 3.00 P.M.
KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIDZU, YOKOHAMA, HONOLULU and SAN FRANCISCO	Korea	Friday, 11th, Noon
Swatow, Amoy and Foochow	Haimun	Friday, 11th, Noon
Singapore, Penang and Bombay	Lechia	Saturday, 12th, 11.00 A.M.
Manila (Taking Mails for Cebu and Iloilo)	Loongang	Saturday, 12th, 1.00 P.M.
Manila (Taking Mails for Cebu and Iloilo)	Yap, Maroon, Friederich, Wilhelmshafen, Radeau, Herberthshof, Matupi, Samarai, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Saturday, 12th, 3.00 P.M.

COMMERCIAL.

EXCHANGE

CLOSING QUOTATIONS.

August 2nd.	
ON LONDON	Telegraphic Transfer 193
Bank Bills, on demand	193
Bank Bills, at 30 days' sight	193
Bank Bills, at 4 months' sight	193
Credits, at 4 months' sight	193
Documentary Bills 4 months' sight	193
ON BOMBAY	Bank Bills, on demand 225
Credits, at 4 months' sight	225
ON SHANGHAI	On demand 183
On New York	Bank Bills, on demand 43
Credits, at 60 days' sight	43
ON CALCUTTA	Telegraphic Transfer 133
Bank, on demand	133
ON SHANGHAI	Telegraphic Transfer 133
Bank, on demand	133
ON SHANGHAI	Bank, at sight 74
Private, 30 days' sight	74
ON YOKOHAMA	On demand 87
ON MANILA	On demand 87
ON SINGAPORE	On demand 87
ON BATAVIA	On demand 87
ON HAIIPHONG	On demand 87
ON SAIGON	On demand 87
ON BANGKOK	On demand 87
SOVEREIGNS, Bank's Buying Rate	\$11.15
GOLD LUMP, 100 fine, per tola	\$58.00
BAR SILVER, per oz.	24

SUBSIDIARY COINS.

	per cent.
Chinese 20 cents pieces	\$7.25 discount
Chinese 10 "	\$7.50 "
Hongkong 20 "	\$6.68 "
Hongkong 10 "	\$7.14 "

SHARE LIST—QUOTATIONS. HONGKONG, AUGUST 2nd, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$910, sellers
China Borneo Company, Limited	60,000	\$12	all	\$87 10/
China Light and Power Company, Limited	50,000	\$5	all	\$1, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$73, buyers
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 77
Hongkong Cotton Spinning Co., Ltd.	125,000	Tls. 10	all	\$64
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 45
Loan-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	all	Tls. 59
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 22
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$22, buyers
DOCK AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$493, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$5	all	\$55, sellers
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$8
Shanghai Dock & Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 50
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 85
Green Island Cement Co., Limited	400,000	\$30	all	\$4, buyers
Hongkong & China Gas Co., Limited	7,000	\$20	all	\$20, buyers
Hongkong Electric Co., Limited	60,000	\$10	all	\$21
Hongkong Hotel Company, Limited	12,000	\$50	all	\$119, sellers
Manila Metropolitan Hotel Limited	15,000	Pa. 10	all	\$11
Hongkong Ice Company, Limited	50,000	\$25	all	\$180
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$18 x div.
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$73, sellers
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	all	\$210, sellers
China Fire Insurance Co., Limited	20,000	\$100	all	\$125, sales
China Traders Insurance Co., Limited	24,000	\$83.33	all	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$250	all	\$143, buyers
North China Insurance Co., Limited	10,000	\$15	all	\$13, 167 1/2
Union Insurance Society, Limited	12,400	\$250	all	\$185
Yongtso Insurance Association, Limited	12,000	\$100	all	\$210, @ Ex 75
LAND AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$93, x div. buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$63, sales
Kowloon Land and Building Co., Ltd.	6,000	\$30	all	\$25, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 51 x div.
West Point Building Co., Limited	12,500	\$50	all	\$45, x div.
MIXING.—				
Société Française des Charbon de Tonkin	16,000	Fes. 250	all	\$700
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$2
Peak Tramways Co., Limited	25,000	\$10	all	\$12, sales
Philippine Co., Limited	50,000	\$10	all	\$1.10, buyers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$115, buyers
Lason Sugar Refining Co., Limited	7,000	\$100	all	\$204, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$104, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$19, buyers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$304, sellers
Indo-China Steam Navigation Co., Ltd.	60,000	\$25	all	\$64, (L'don.
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	\$1, buyers
Star Ferry Company, Limited	10,000	\$10	all	\$1, sellers
South China Morning Post, Limited	10,000	\$10	all	\$251
Steam Laundry Company, Limited	6,000	\$25	all	\$16
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$9, buyers
Wm. Powell, Limited	15,000	\$7	all	\$4.40, buyers
Watkins, Limited	10,000	\$10	all	\$3, sellers
A. S. Watson & Co., Limited	90,000	\$10	all	\$54, buyers
Weissmann, Limited	15,000	\$10	all	\$15, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900	only	all	\$4
United Waterboat Co., Limited	100	fters	all	\$300
	50,000	\$10	all	\$63, sales

Daily Wire			
Para Rubber in London	Amount.	Value.	Interest.
Chinese Imperial 1836	Tls. 767,200	Tls. 250	7 1/2 p. annum

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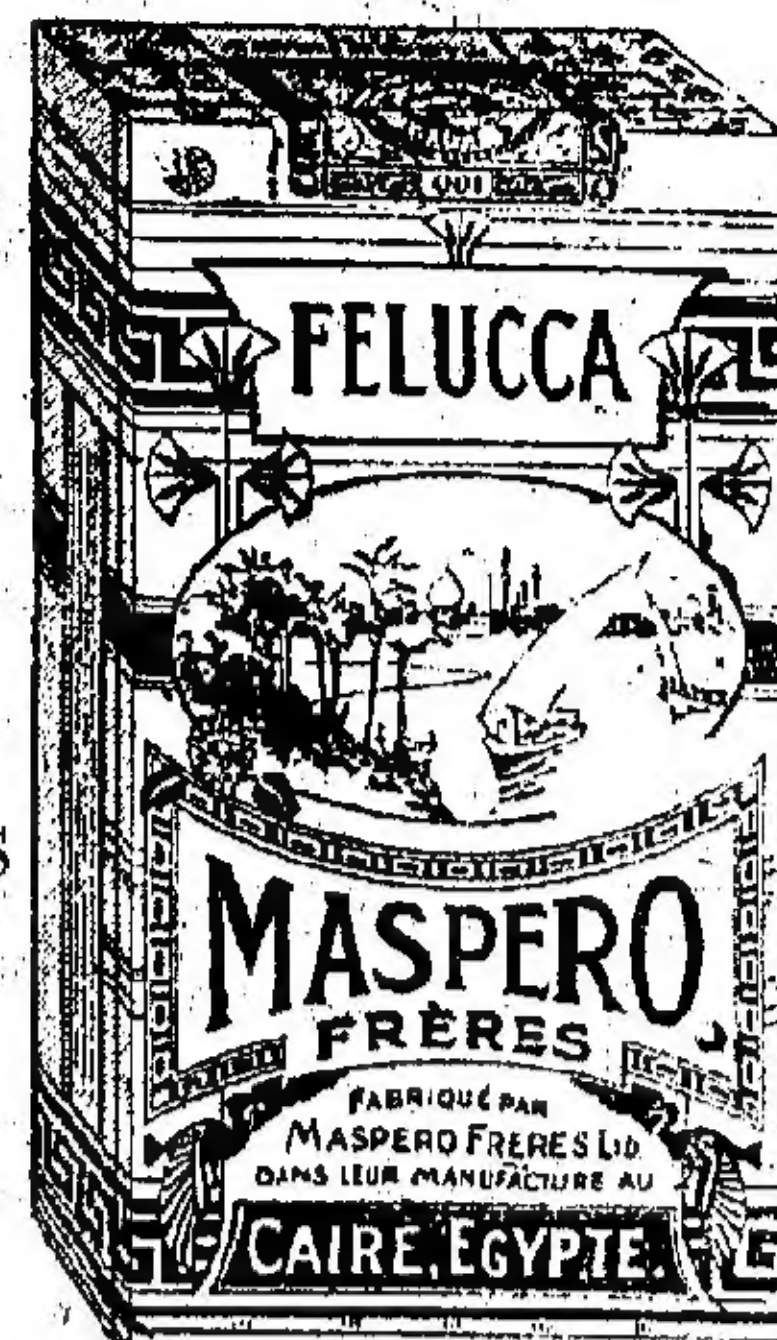
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TO-DAY

9.15 p.m.—Hippodrome Circus at Causeway Bay.

FORTHCOMING EVENTS.

Saturday, 5th August—Meeting of Hongkong Jockey Club, at 12.30 p.m.
Saturday, 5th August—Variety Entertainment at Mount Austin Barracks, at 9.15 p.m.
Tuesday, 8th Aug.—Ninetyth Ordinary Half-Yearly Meeting of H. C. and M. Steamboat Co., Ltd., Noon.
Wednesday, 9th Aug.—Ordinary General Meeting of Hongkong and South China Steam Fisheries Co., Ltd., Noon.
Saturday, 12th August—Ordinary Half-Yearly Meeting of Hongkong Hotel Co., Ltd., at 12.30 p.m.
Saturday, 19th August—Ordinary Half-Yearly Meeting of Hongkong & Shanghai Banking Corporation at City Hall, Noon.

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